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THE HONGKONG DISPENSARY.

BIRTHS.

On the 8th October, at Ian Mor (West), the wife of JOHN A. JURY, of a son.

On the 21st September, at Tientsin, the wife of Lieutenant V. G. W. KELL, South Staffordshire Regiment, of a son.

DEATH.

On the 3rd October, at the General Hospital, Shanghai, WILLIAM ANTHONY SIMMONS, of West Norwood, London, late of Hall and Holt, Ltd., aged 30 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th October, 1901.

On the 10th January this year a schoolmaster, by name YEUNG KU WAN, was shot in his school-room on the first floor of 52, Gage Street, in this Colony. The assassin, after firing four shots from a revolver at his victim, got away unseen, and escaping the vigilance of the police fled to the mainland. A reward of \$500 was immediately offered to any person giving evidence leading to the conviction of the murderer, but without apparent avail. The investigations of the police, which were of course carried on with the greatest possible secrecy, elicited the fact that the murderer was not the only man implicated, and that the crime was of a political nature. YEUNG KU WAN, through a British subject, was patriotically interested in the future of China, and his connection with the Reform party was well known. It will be remembered that just after the commission of the murder a correspondent wrote to us from Canton, calling attention to a proclamation issued by H. E. THE SOW, then Acting Viceroy of the Kwang provinces, in which a handsome reward was offered for YEUNG KU WAN, alive or dead. The statement created some sensation at the time in the Colony, although no doubt the authorities were previously well acquainted with the facts of the case. The attitude of the local Chinese themselves was shown in the reluctance manifested by them to allow their names to be connected with the fund raised for the benefit of YEUNG KU WAN and family, subscriptions to which were forwarded to this office. Certain Chinese did not hesitate to say that they dared not give money, the deceased being an enemy of the Chinese Imperial Government. YEUNG KU WAN, nevertheless, was very largely attended, and the sympathy expressed was very wide. Since then the affair has sunk out of public notice, though it was surmised that the British Government was not altogether inactive in the matter. No tangible results have followed, however, until about the

beginning of the present month. Now a correspondent writes to us from Canton, informing us that the man who actually fired the shots at the unfortunate schoolmaster has been executed; the precise date of execution is not given. Before the infliction of the death penalty, the Chinese officials addressed the man, saying: "You know what you have done." The wretch's dying words were: "For obeying your commands you take my life. I cannot die with my eyes shut." The murderer, our correspondent states, was anxious to be delivered over to the British Government for punishment, but was unable to have his desire gratified. The writer adds other details, the publication of which may be unadvisable at the moment, and furnishes a list of officials whom he charges with complicity in the crime. We may mention, however, that some of them are of very high rank. We said in January, at the time of the crime, that if the complicity in the outrage of the Acting Viceroy THE SOW was established, he was unfit for the office he held. He is no longer in so exalted a station, but this furnishes no reason for his immunity from punishment if he had anything to do with the affair—as in view of his proclamation he can hardly be held not to have done. We are unable to say whether the home authorities have taken any steps in the matter, but the grossness of the offence against British territorial rights most certainly demands that it shall by no means be passed over.

In the death of ABDULRAHMAN, Amir of Afghanistan, as recorded in another column, there has passed away one of the chief guarantees of peace in Central Asia. The late ruler of the Afghans was in every way a remarkable man. Born in 1839, he did not become particularly prominent until 1864, when he fought on the side of his father ARZUL KHAN against his uncle, the Amir SHIR ALI. He distinguished himself as a general and was responsible for several remarkable victories. He became Governor of Balkh, where his rule was marked by great moderation. However, SHIR ALI's son, YAKOUB KHAN, proved too strong for him; and after suffering two great defeats ABDULRAHMAN fled from Afghanistan and ultimately into Russian territory, where he was allowed by General KAUFMANN to reside at Samarcand on an annual pension of 25,000 roubles. In 1879 he returned to the neighbourhood of Kabul, and in July, 1880, got himself chosen by the leading men of Kabul as the Amir of Afghanistan, in which post the Indian Government recognised him. He has been in receipt of a yearly subsidy from the Government, and to his strong rule has been due the maintenance of his kingdom's stability during several dangerous periods—a fact which has amply repaid British liberality. The government of Afghanistan has been rendered peculiarly difficult by the constant encroachments of Russia in the direction of the frontier of that country. ABDULRAHMAN has had the strength of mind to resist Russian temptations, which, it is well known, have not been wanting. He has been considered a good friend of Great Britain, and even if his attitude has been dictated mainly by policy, yet his political shrewdness alone entitles him to the title of a great ruler. What will follow on his death it is impossible to say. The change from so wise a monarch to any other in itself promises little good. It may be found that there is a worthy successor to ABDULRAHMAN, but this still remains to be seen, and in the meantime feelings of extreme anxiety cannot be suppressed.

The U.S. transport Nanshan left yesterday for Manila.

Mr. J. H. Kemp, Acting Police Magistrate being indisposed, there was no session in the Small Court yesterday.

The Commission which has been appointed to inquire into the education question, as far as it affects Europeans in Hongkong, will hold its first sitting at St. Paul's College this morning.

Major Everitt, Royal Welsh Fusiliers, will command the Legation Guard, consisting of the Peking detachments of Royal Garrison Artillery and Royal Welsh Fusiliers, and all departmental details attached thereto.

A correspondent writes to us, asking: When is house No. 30, Cochrane Street, going to be pulled down, and the balance of the debris of Nos. 32 and 34 to be removed? Why do not the authorities compel the landlords of those houses to have the work done at once? Judging from appearances, it will be another decade before the street becomes a fit thoroughfare.

The French gunboat *Olyra*, which is being sent up the Yangtze to Chungking, was built in Shanghai. She is an eleven-knot boat.

The section of the Manchurian Railway between Port Arthur and Kai-yuen was opened to traffic in the beginning of the 6th month of the Russian calendar.

According to the Union, the U.S.S. *Monadnock* left in such a hurry for Canton on the 30th ult. that eleven of her crew were left behind. Her commander wished to take advantage of the big tide.

There will be a parade of the Volunteer Corps at Headquarters on Saturday next at 5 p.m., for the purpose of bidding good-bye to the Commandant, Sir J. W. Carrington, C.M.G., on his vacating the command. We believe that a presentation is to be made.

A Ningpo letter to a Shanghai native paper states that the French Consul there has gone to Yungking, to the Northern Roman Catholic Cathedral, which he has appointed as the place of sitting for his court. He has hoisted his flag and has issued proclamations. Over thirty persons have come into Ningpo with suits which they wish the Consul to try. It is said that at the conclusion of these trials, the Consul will visit all other places in the province, and personally investigate all lawsuits in which converts are parties.

The Shanghai mandarin received last week despatches dated about six weeks earlier from Kweiin, the capital of Kwangsi province, reporting the passage through that province of a large body of Annamese (so-called) "navies," led by a proportionate number of Frenchmen, en route for Yunnan "to construct the railway." "There are," continues one despatch, "grave reasons for thinking that the strangers are not what they apparently seem, and the provincial authorities can only keep a sharp look out whilst obeying instructions sent by the Chinese Plenipotentiaries at Peking." This confirms what we have already heard from the South.

A Tatal's proclamation has been recently put up in Shanghai stating that he had received a despatch from the Russian Consul-General complaining that in the interior there were certain Chinese selling a sort of paper to the inhabitants purporting to be "the certificate of Russian graduated student" with the declaration that the purchaser would be fully protected whenever troubles arose in China. As their object is simply to mislead the people and to obtain money thereby by fraud the Tatal warns the people under his jurisdiction not to purchase such false documents or they are liable to land themselves in trouble, and adds that any one who shall be able to arrest guilty parties will be suitably rewarded.

Speaking in reply to deputations of Outlanders at Capetown on Monday, says the *Outlook* of the 7th ult., Lord Milner deprecated any contrast being drawn between the condition of the British refugees and that of the Boers' camps. He declared his object to be to administer the relief funds so that they might last out the calls upon them, and also to prevent people relying upon the relief. Lord Milner is very careful of the self-respect of these unfortunate British subjects, but the comparison between them and the protected Boer families is a very painful one. Naturally the question is mixed up with the possibility of an early return of the refugees, and Lord Milner has to carefully consider his words and acts in that light. A good step, it is truly reported, would be the removal of the Boer families to the coast, where food and all necessities are more readily available.

In order to strengthen his ground for demanding the evacuation of Chinese territory by German troops in Shantung, says the *N. E. Daily News*, Governor Yuan Shikai has asked for and received reinforcements from Kiangyin, in the shape of the Tse-chiang Brigade of 5,000 men of all arms, i.e., infantry, cavalry, artillery, engineers, sappers, and miners, organised and drilled after the most approved German methods. These troops, according to a Yangchow despatch, passed through that city on the 30th ultimo and started immediately by Grand Canal boats for Chingning, Shantung, where the Brigade is to remain for the moment. In addition to the above corps, a Nanking correspondent further states that about 4,000 more semi-foreign-drilled Hunanese troops have been selected to reinforce Governor Yuan's troops in Shantung, but that "they will not cross into Shantung territory until the exigencies of the time demand it." It would appear that the Chinese authorities consider the result of the Shantung crisis as the criterion of similar crises elsewhere, *vis-à-vis* other Powers.

The police are at present investigating an incident which occurred on Saturday, and which had a fatal termination. At seven o'clock on that morning, whilst a number of coolies were working on Conduit Road, at the top of Castle Road, a water buffalo came rushing down the road. The animal was evidently infuriated, and the coolies scrambled out of the way. One, however, aged 22, was knocked down and gored, the bull immediately afterwards disappearing down the road. The injured coolie was tended by his fellow-workmen, who subsequently tried to get him off in a launch to his friends at Yuenmat. The launch, people, however, who were natives, refused to allow him to be taken on board, as they thought the case one of infectious disease. He was taken back to the matted on Conduit Road erected for the housing of the coolies, and died there the same night. The body was afterwards placed in the roadway, where an Indian constable found it and had it removed to the Central Police Station, and thence to the public mortuary. The police are now endeavouring to trace the owner or owners of the buffalo, which has not since been seen or heard of.

The Russian fleet was expected at Nagasaki last week from Vladivostok en route for Port Arthur, and will probably stay a week at that port.

At the town of Tringganu in Siamese Malaya, a fire consumed 120 houses on the 9th ult. The damage done is estimated at \$120,000. The Sultan was in Bangkok at the time.

Sherlock Holmes having been brought back to life, it is time to say farewell to Dr. Nikola. At any rate, this is evidently what Mr. Guy Boothby thinks, for he entitles his new book *Farewell, Nikola!* Messrs. W. Brower & Co. send us a copy of this work, which we hope to notice shortly.

The cruiser *Bedford*, now building by the Fairfield Company, has been long in hand, being in this respect no exception to the long list of delayed armoured ships. She is a sister to the recently launched *Essex*, and is designed to checkmate the foreign commerce-destroyers of Germany, France, or Russia. She will be powerfully armed with fourteen 6-inch quick-firers and eight 12-pounders, and is intended to have a maximum speed of 23 knots.

Good progress has been made with the break-water and defence works at Portland, home service papers report, but it is not expected that the former will be completed by the contract time, which expires in about a year. The breakwater is well above water-level, and at low water the magnitude of the work accomplished can be seen. Important alterations in general defences of the island are in contemplation, and it is stated a large sum is to be expended on the development of the coaling facilities. Earl Roberts will visit Portland shortly, and will make a general inspection of the defences.

One Cassentyne, says the *Bangkok Times*, lately employed by the Spirit and Opium Farmer, was arrested by Chief Inspector Hearn and locked up in the British Consulate goal on a charge of misappropriation of \$12,000 in Negri Sembilan several years ago. The accused has been employed in Bangkok for the past four years. He was known in the Straits as Rebero, and it is alleged that he was sent to Singapore with \$8,000 for the purpose of bringing up coolies, and that in reply to his request the employers sent a further sum of \$4,000. The accused, however, it is alleged, was never seen again by his employers, nor was any account of the money rendered.

We have received from the office of the Financial Adviser and Comptroller-General, Bangkok, a copy of the report upon the budget of Siam for the year 1901-2, translated and printed by order of H. E. H. Prince Krom Mahasarakham, Minister of Finance. The conclusion of the report says: "It will easily be seen that the Government is in a remarkably strong financial position. The revenues are showing themselves to be elastic, and they are being rapidly got under better control. The expenditure, also, is being more and more devoted to improvements in the administration of the Government, with a view to the safety, convenience, and happiness of the people, while the audit and control of the disbursements by the Financial Department is becoming real and effective." This is the first authoritative report on Siamese finances, which has ever been issued.

A writer in the *Temps* of Paris says that in 1898, during the insurrection in Milan, he saw an English special correspondent put over the frontier for sending in his paper a fictitious list of killed and wounded, the names being taken from a directory. On another occasion he arrived about midnight in company with an English correspondent at Belgrade. They stayed at the same hotel, occupying adjoining rooms. The next morning, at seven o'clock, he looked up his English confrere, and found him ready to start out. There was an empty whisky flask with seven empty soda-water bottles on the table. The French journalist asked, "Have you drunk all that this morning?" "No," was the reply, "I drank that during the night whilst working. I remembered that the Orient express would pass in the morning, and I have been working all night. I have finished my article." "Your article? And what is it about?" "Serbia" was the reply.

The *Daily Mail's* Dover correspondent telegraphs:—"The visit of the Dover deputation to the Kaiser with the object of inducing his Majesty to interest himself in the proposal to make that harbour a port of call for the Hamburg-American and the North-German Lloyd liners, has been most successful, and arising out of the visit the former company has already sent an agent to Dover to obtain the necessary information. Prior to the departure of the deputation from Berlin the Kaiser presented Sir William Crundall, the deputy-chairman of the Harbour Board, with a signed photograph of himself. The presentation was made through the Foreign Minister." Berlin advices state that the Hamburg-American Steamship Company's steamer will not begin to call at Dover before January at the earliest. The idea is to have Dover replace Southampton as a place of call for the Atlantic liners.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR OCTOBER.

The following scores were returned:—			
CAPTAIN'S CUP.			
Commander Blackburn, R.N.	95	—	80
Mr. J. H. T. McMurtrie	80	—	82
Mr. C. M. G. Burnie	83	—	82
Major King, R.A.	95	—	84
Mr. E. J. Grist	92	—	87
Mr. R. L. Richardson	104	—	87
14 entries.			
POOL.			
Mr. J. H. T. McMurtrie	80	+	82
Mr. C. M. G. Burnie	93	—	82
Mr. E. J. Grist	92	—	87
Mr. C. Palmer	96	—	87
Mr. R. L. Richardson	104	—	87
11 entries.			

TELEGRAMS.

"DAILY PRESS" SERVICE.
THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

LONDON, 7th October, 7.40 p.m.
EMPEROR ASSERTING HIMSELF.
The *Lokanszeiger* publishes letters from the Emperor Kwang Hsu to Prince Chun, in one of which the Emperor states that it is his intention to hold a review at Woosung next spring.

THE WAR IN SOUTH AFRICA.

LONDON, 7th October, 7.40 p.m.

TOTAL BRITISH LOSSES IN SOUTH AFRICA.
The official list states the total British casualties from the commencement of the war in South Africa to have been 75,562. The great majority were invalided home, where they recovered and rejoined the ranks, making the total reduction of the British forces 22,898.

PROTRACTED WARFARE AND GOVERNMENT INDIFFERENCE.
The *Times* complains of the apparent indifference of most of the conspicuous Ministerialist politicians to the prolongation of the struggle.

GENERAL NEWS.

LONDON, 7th October, 7.40 p.m.

DEATH OF THE AMER.

The Amer of Afghanistan is dead.

REUTER'S SERVICE.

LONDON, 5th October.

RECOVERY OF KING EDWARD.
King Edward has practically recovered from his recent attack of lumbago.

THE MANNING OF MAIL STEAMERS.
The Senate of the Australian Commonwealth has ratified the House of Representatives' amendment to the Postal Bill prohibiting the employment of coloured labour in mail steamers.

SOUTH AFRICA—IMPORTANT CAPTURES.
Commandant Pretorius has been killed, and several notable Boer commandants captured.

LONDON, 6th October.

KRITZINGER ATTEMPTS ANOTHER INVASION OF CAPE COLONY.
Commandant Kritzinger has made three desperate attempts to cross the Orange River into Cape Colony, each time being repulsed with loss.

TOTAL BRITISH CASUALTIES DURING WAR.
Official returns state the total British casualties during the war at 75,562, of whom 53,273 have recovered and rejoined the fighting line.

THE ATTACK ON COLONEL KEKEWICH.
The British casualties in the recent Boer attack on Colonel Kekewich's camp are now stated at 55 killed and 138 wounded.

THE KWANGTUNG REBELS.
ELEVEN REHEADED.
As we reported in our issue of Monday, the Triad rebels in Kwangtung province, after sacking and burning one of the German Basel Mission out-stations at Shai-ma, were concentrating in the vicinity of Kiating-chow, which town it was anticipated they would make their next objective. Owing to the scarcity of news from the disturbed area, our knowledge of the trend of events stopped at that unsatisfactory stage until yesterday afternoon, when the German Basel Mission in Bonham Road received another letter from Mr. Schultz, one of their missionaries, containing news of a decidedly hopeful character.

When it became certain that the rebels intended to attack Kiating-chow, Mr. Schultz, who had all along faithfully stuck to his post, removed to an out-station on the farther side of the town to await developments. The mission station at Kiating-chow is about one English mile from the town proper, and would probably have been the first place to be attacked. With Mr. Schultz were two other missionaries, Messrs. Knudsen and Haminger, from out-stations, who intended making a reconnoitring tour toward Ping-thong with the object of ascertaining the exact nature of the damage perpetrated there by the rebels.

From Mr. Schultz's letter, which is dated 2nd October, it now appears that the rebels, who were in force, were met on the last inst. by Imperial soldiers from Chowchow-fa about forty Chinese (roughly twelve English miles) from Kiating-chow. After a sharp fight the rebels were defeated, and had twenty-two of their number captured. The rebels then retired, and the prisoners were taken to Kiating-chow, where eleven of the number were beheaded a few hours later.

The rebels are now in full flight towards the north-eastern part of Kwangtung province, and are supposed to be making for Ping-yan, a hilly country, where they probably anticipate throwing off the soldiers, who are following them up. Mr. Schultz, Mr. Knudsen, and Mr. Haminger have returned to the mission station at Kiating-chow.

NORTHERN NOTES.

The following items are from the P. & T. Press of the 28th ult.:

The Tientsin Social, accompanied by his family and staff, went to Peking with Gen. Mei on Wednesday.

The King of Italy's birthday was celebrated in the "Italian Settlement" by the Chinese hanging out flags and lanterns. Jung's house in Peking having been destroyed by fire, the king has just bought another property valued at 1,100,000.

Reports in some quarters state Viceroy Chang will be made a member of the Grand Council, and his place may be taken by Sheng Taotai.

Two out of the three Chinese camps on the North side of Tientsin City have been demolished and the other is in process of destruction.

The Board of Punishment is said to be very energetically executing brigands, every day seeing a batch of them despatched to the execution ground.

The *Chih Pao* states the Chinese officials are preparing to take over Tientsin City in the ninth moon. We congratulate the *Chih Pao* on its accurate knowledge.

The Chinese troops now in Peking are said to be well disciplined, and sentries are being posted, a hitherto untried experiment in Chinese military camps.

A very brilliant meteor was observed on the night of the 20th instant, travelling from S.E. to N.W. It is stated by some residents to have been of a bright red, and remarkably large and brilliant.

An edict has been issued ordering the gates of Peking through which the Imperial cortege will pass to be decorated with red and blue silk, as symbols of the Emperor's marriage.

We are glad to hear that the present is now being tried at the Tientsin Station, by which Mahommedans are being substituted for Chinese as coolies, and the headmen have given a guarantee that there will be no robbery or trouble.

The *Jo Jo* states it has received a letter from Peking to the effect that the Foreign Ministers have asked Sir Robert Hart to devote a certain amount of the money left uncollected in his office at the time of the siege to dredging the Grand Canal.

The high officials of the Six Boards are memorialising to have their offices within the Palace so that after their audiences with the Throne they can return to their offices and the transaction of their business more conveniently. It is probable that the officials would also feel a trifle more secure within the sacred precincts of the Palace.

Private advices from Peking contradict all the reports of the Palace, and state that the work being done in the Palace, and we are assured that nothing has so far been done. The work of repairing the Palace, according to Chinese, has been pushed on rapidly, and as seen from the front gate, the walls of the buildings look very smart once more.

A letter has been received here from Mr. Trudinger of the C. I. M. who reached Lushan safely on August 12th, where he is going about his work quite as usual. The presence of the Court in no way makes any difference. Eight of the C. I. M. missionaries are now working in the province of Shensi, but Dr. Edwards, who was reported to be in Hainan with Dr. Cressy Smith and Major Pereira, is still in Taiyuan-fu. Mr. D. E. Hoste of the C. I. M., who recently passed through here, expressed the opinion that no further trouble would occur in Shensi for some years.

We are glad to see the following promotions published in G. G. O. 71, dated 10th August, 1901:—Capt. J. H. Mayors, 10th July, 1891; Lt. B. Dick, 2nd Punjab Cavalry, Lt. M. Edwards, D.S.O., 3rd Bombay Cavalry, A. W. S. Wingate, 14th Bengal Lancers, J. C. W. Edd, 2nd Madras Infantry, W. A. Oswald, 6th Burma Battalion, E. C. Ryall, 14th Gurkhas, A. W. Cripps, Supply and Transport Corps, C. M. Crawford, 2/5th Gurkhas, P. W. Drake, 5th Infantry Hyderabad Contingent, L. Phillips, 15th Gurkhas, 10th July, 1901; W. H. Norman, 11th Bengal Lancers, G. B. Sanford, 14th Gurkhas, F. L. Swift, 4th Punjab Infantry, E. J. O. Eastwood, 3rd Bombay Infantry, H. B. Hopwood, 3rd Bombay Cavalry, T. L. Leeds, 4th Punjab Infantry, W. L. Cotton, 5th Infantry Hyderabad Contingent, L. M. P. Deas, 19th Bombay Infantry.

POLICE COURT.

Tuesday, 8th October.

BEFORE MR. HAZELAND.

HIGH-BORN ALIBREX.
Twelve men all belonging to the better class of Chinese society were brought up for indulging in a game of chance.

The first two defendants, being the keepers of the gaming house, were fined \$100 or two months' hard labour each, and the remainder \$10 each or one month. The money found by the police on the table was confiscated.

THEFT OF SUGAR.
Police Sergeant McHardy brought up two men whom he had caught in a boat, with two large baskets of sugar, supposed to have been stolen.

The owner of boat No. 3995 gave evidence as to defendants having engaged him at Kennedy Town and placed the two baskets of sugar in the boat into which they then entered. The men were apparently in a hurry, and told him to row them to Jardine's wharf.

The complainant, Tsai Wan Kwei, testified that the sugar was his, stolen from the Wo On Godown in Kennedy Town. The value of it was \$48.

Defendants claimed not to have stolen the sugar; they were asked by a friend employed at the godown to carry it to the boat.

Each man was sentenced to two months' hard labour.

The boatman was then charged with receiving stolen property.

Defendant denied having received the sugar to be stolen.

The *Ying-pan* said he was satisfied that defendant did not know the sugar to have been stolen, but that he was in league with the thieves, and sentenced him to two months' hard labour.

DRUNK AND INCAPABLE.
Charles Peterson, a German seaman on the s.s. *Tai Chong*, was charged by P. O. Hill with being drunk, and incapable of serving the Central on the evening of the 7th inst. Defendant admitted having been in that state, and was let off with a \$8 fine.

DEBILITATE TO FIGHT.
Lam Ming Han, a cargo-junk owner, was charged with carrying a cargo of pigs and tying the latter in such a manner as to cause them unnecessary and avoidable pain.

Lam Ming Han said he did not think the pigs suffered. He was not in a position to justify the exact amount of suffering the animals were going to, and was sentenced to pay a fine of \$10.

ARMED AND DANGEROUS.
Wan Kai Mei, a Chinese seaman on the s.s. *Wong Keng*, was charged on

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *h*, nearest Hongkong *h*, midway between Hongkong and Kowloon *h*, and those vessels berthed at the Kowloon Wharf *h*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Challen, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	BYRBYE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th inst.
LONDON	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	CALCUTTA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd inst.
LONDON	NESTOR	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 27th inst.
LONDON	MACHAON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st inst.
LIVERPOOL DIRECT	ULVER	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 12th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 16th November.
BREMEN VIA PORTS OF CALL	HAMBURG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 20th November.
MARSEILLES, &c. VIA PORTS OF CALL	HAKATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 24th November.
MARSEILLES, LONDON & ANTWERP, v. ST. PETERSBURG, &c.	KONIGSBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 28th November.
HAVRE, BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 1st December.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 5th December.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 9th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 13th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 17th December.
TRIESTE VIA SINGAPORE, &c.	TRIESTE	Aust. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 21st December.
STATE OF MAINE	STATE OF MAINE	Amer. ship.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 25th December.
SATSUMA	SATSUMA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 29th December.
MANUEL LLAGUNO	MANUEL LLAGUNO	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st December.
CLAUDEDALE	CLAUDEDALE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 3rd January.
ADANA	ADANA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 7th January.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 11th January.
TARTAR	TARTAR	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th January.
VICTORIA	VICTORIA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th January.
KINSHU MARU	KINSHU MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd January.
INDRAPURA	INDRAPURA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 27th January.
CHINA	CHINA	Amer. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st January.
HONGKONG MARU	HONGKONG MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 3rd February.
STRATHOYLE	STRATHOYLE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 7th February.
AUTERLAN	AUTERLAN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 11th February.
YAWATA MARU	YAWATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th February.
CHINOTU	CHINOTU	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th February.
JAPAN	JAPAN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd February.
SHINANO MARU	SHINANO MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 27th February.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st February.
DAPHNE	DAPHNE	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 3rd March.
PAKHOI	PAKHOI	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 7th March.
CHINKIANG	CHINKIANG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 11th March.
FOOCHOW	FOOCHOW	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th March.
COCHIN	COCHIN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th March.
COCHIN	COCHIN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd March.
MAHABURU	MAHABURU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 27th March.
ANPING MARU	ANPING MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st March.
DARIN MARU	DARIN MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 3rd April.
DIAMANTE	DIAMANTE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 7th April.
YUENSANG	YUENSANG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 11th April.
CHINGTU	CHINGTU	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th April.
KAIFONG	KAIFONG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th April.
KAGOSHIMA MARU	KAGOSHIMA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd April.
BOMBAY	BOMBAY	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 27th April.

SHIPPING.

ARRIVALS.
Oct. 7, FLANDRIA, German str., 1,283, F. Eichbaum, Shanghai 4th October, General.
—SIEMSEN & CO.
Oct. 8, HAINAN, British str., 607, W. Passmore, Swatow 7th October, General.—DOUGLAS LAUREN & CO.
Oct. 8, PROTECTOR, Norw. str., 1,099, Thorsteinson, Moji 1st Oct. Coals.—SHEWAN, TOMES & CO.
Oct. 8, SABINE ROCKERS, British str., 690, Nesbit, Tientsin 7th October, Ballast.—ARNOLD, KARENG & CO.
Oct. 8, SEGOVIA, German str., 3,786, Th. Forck, Hamburg 24th Aug. and Singapore 3rd October, General.—HAMBURG-AMERIKA LINIE.
Oct. 8, SISHAN, British str., 845, H. N. Holton, Saigon 4th Oct. Rice.—BRADLEY & CO.
Oct. 8, ZWENNA, British str., 1,115, Nesbit, Saigon 4th Oct. Rice.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
8th October.
Hamburg, German str., for Yokohama.
Otago, British str., for Swatow.
Deybreck, American str., for Shanghai.
Emerald, British str., for Manila.
Hans Meusel, German str., for Hongkong.
Jacob Diederichsen, German str., for Hoihow.
Kamsang, British str., for Singapore.
Marie Jensen, German str., for Bangkok.
Nes, British str., for Moji.
Queen Adelaide, British str., for Moji.
Ras Eowa, British str., for Shanghai.
Tientsin, British str., for Singapore.
Tanaguchi Maru, Japanese str., for Moji.

DEPARTURES.

8th October.
BEKLARIO, British str., for Cape St. James.
CHOYBANG, British str., for Swatow.
DAYBREAK, American str., for Shanghai.
EMERALD, British str., for Manila.
HACETTE, British str., for Swatow.
HANS MENZEL, German str., for Hongkong.
KUMSANG, British str., for Calcutta.
MAUSANG, British str., for Sandakan.
NANSHAN, U.S. transport, for Manila.
Nes, British str., for Moji.
PRONTO, German str., for Manila.
QUEEN ADELIADE, British str., for Tacoma.
TIENTSIN, British str., for Bombay.
YAMAGUCHI MARU, Japanese str., for Moji.

VESSELS IN DOCK.

8th October.
ABERDEEN DOCK.—Taipei.
KOWLOON DOCK.—Canton River, Zafiro, Etano, Monterey, Cebu, H.M.S. Argonaut, Baken Maru, Thues.
COSMOPOLITAN DOCK.—Albania.

SHIPPING REPORTS.

The British steamer *Shian*, from Saigon 4th Oct., had light easterly winds and fine weather.
The British steamer *Hainan*, from Swatow 7th Oct., had fine, clear weather with light variable winds. Vessel in Swatow—*Str. Kong Beng*, Victoria, *Dagmar* and *Machev*.
The German steamer *Flendria*, from Shanghai 4th Oct., had strong N.E. gale to N.W. with signs of approaching typhoon. Made for Bullock Harbour, but kept on when there were signs of the typhoon going eastward. On the 6th, wind N.W. decreasing to calm. From Ockson to port fine weather and light N.E. winds.

VESSELS ON THE BERTH

FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship
"DAPHNE,"
Captain Schipper, will be despatched for the above ports TO-DAY, the 9th inst., at 3 P.M. This steamer has superior accommodation for First Class Passengers.
For Freight and Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 9th October, 1901. [2536]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG"

Captain Rolfe, will be despatched as above on FRIDAY, the 11th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th October, 1901. [2539]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN"

Captain J. Challen, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1901. [1]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RINALDO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, SYDNEY, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAO.

Taking Cargo at through rates to PERIAN GULF and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA"

Captain D. Costa, will be despatched as above on SATURDAY, the 12th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 9th October, 1901. [7]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DOODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [2536]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOENIGSBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 19th Oct. Freight and Passengers.
BAMBERG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Nov. Freight.
SEGOVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 16th Nov. Freight.
MAREBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
SUEVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 28th Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 7th October, 1901. [1051]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901

"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901

"EMPEROR OF INDIA" Comdr. C. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901

"ATHENIAN" 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

"EMPEROR OF JAPAN" Comdr. E. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RAISE (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, on additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Class Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st October, 1901. [10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS

LONDON, &c. PALAWAN, Noon, 12th Oct. See Special Advertisement.

SHANGHAI COROMANDEL, About 12th Oct. Freight or Passage.

LONDON CANTON, Noon, 19th Oct. Freight or Passage.

YOKOHAMA VIA SHANGHAI, About 20th Oct. Freight or Passage.

(Passing through the Inland Sea) JAPAN, C. C. Talbot, R.N.R., October.

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,284 Tons, 29th March.

and LONDON DIRECT, MALTA, 3,064 Tons, 12th April.

WITHOUT TRANSHIPMENT.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 29th September, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Pantan	October 15th
SHAMBA	3,601	W. Wall	November 12th
GLENNIE	3,750	W. Franks	November 26th
TACOMA	2,911	A. Dixon	December 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, 100 lbs. of Stowage carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO LONDON, 452.

Trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Due
GLASGOW and LIVERPOOL.	ESTOR	On 10th October.
GLASGOW and LIVERPOOL.	LABETTES	On 12th October.
GLASGOW and LIVERPOOL.	DARDANUS	On 17th October.
GLASGOW and LIVERPOOL.	MAOHAON	On 23rd October.
GLASGOW and LIVERPOOL.	PHOMETHUS	On 28th October.
GLASGOW and LIVERPOOL.	ACHILLES	On 6th November.

FOR	HOMEWARDS.	TO SAIL
LONDON	PIREHUS	On 15th October.
LONDON	CAICHAS	On 29th October.
LONDON	NESTOR	On 12th November.
LIVERPOOL DIRECT	MAOHAON	On 20th November.
(Taking Cargo at London Rates)	ULYSSES	On 14th October.
LIVERPOOL DIRECT	DARDANUS	On 15th November.
(Taking Cargo at London Rates)		

The S.S. "NESTOR," from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., a.m., and is expected here on the 10th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 7th October, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ILOILO & CEBU.	"KAIFONG"	On 11th October.
MANILA	"CHINGTU"	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN-SVILLE, BRISBANE, SYDNEY, and MELBOURNE.	"CHINGTU"	On 12th October.
SHANGHAI	"FOOCHOW"	On 12th October.
CHANGFOO & NEWCHUANG.	"CHINKIANG"	On 12th October.
SHANGHAI	"WHAMPOA"	On 14th October.
TIENJIN	"PAKHOI"	On 19th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, and daily qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th September, 1901. [16]

THE OSARA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 13th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 7th October, 1901. [12]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND (Or), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

"INDRAPURA,"
will be despatched for Portland (Or.) on or about the 14th October, 1901.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALAN CAMERON,
General Agent.
Hongkong, 25th September, 1901. [243]

THE OSARA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd October, 1901. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALACA, VENICE & ADRIATIC PORTS.)
THE Company's Steamship

"TRIESTE,"
Captain A. MHS, will be despatched as above on THURSDAY, the 17th inst.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 30th September, 1901. [6]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" On 29th October.
"KURDISTAN" On 5th November.
"LENNOX" On 20th November.
"RICHMOND CASTLE," End of November.
"ORONSAY"
"HILLGLEN"
"LOWTHER CASTLE"
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 4th October, 1901. [173]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ASAMA,"
Captain F. E. Bennett, will be despatched for the above port on the 15th December, 1901.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 24th September, 1901. [242]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ADANA,"
Captain A. Smith, will be despatched for the above port on 10th November, 1901.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2413]

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT
"DORIC"	TUESDAY, 29th October, at NOON
"PERU"	TUESDAY, 12th November, at NOON
"COPTIC"	WEDNESDAY, 20th November, at NOON
"CITY OF PEKING"	SATURDAY, 7th December, at NOON
"GAELIC"	SATURDAY, 14th December, at NOON

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.
GEO. ECKLEY,
ACTING AGENT.
Hongkong, 8th October, 1901. [3-4]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Rigquier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
P. DE CHAMPFOMRIN,
Acting Agent.
Hongkong, 9th October, 1901. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELPHIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a daily qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company, and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th October, 1901. [2548]

FOR NEW YORK.

THE 3/3 A. II American Ship
"MANUEL LLAGUNA,"
will load during October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [175]

FOR NEW YORK.
THE 3/3 L.I. American ship
"STATE OF MAINE,"
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 21st September, 1901. [2396]

NOTICES TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship
"BAMBERG,"

Captain Zurborn, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 4th October, 1901. [2544]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"SACHSEN,"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th inst., and on THURSDAY, the 10th inst., at 9.30 A.M.

All claims must reach us before the 17th inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 3rd October, 1901. [9]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Dorcas*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.
All damaged packages will be examined on MONDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPFOMRIN,
Acting Agent.
Hongkong, 7th October, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted-out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 7th October, 1901. [1]

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th inst., will be subject to rent.
Bills of Lading will be countersigned by the Undersigned.
CARLOWITZ & CO.,
Agents.
Hongkong, 7th October, 1901. [7]

PRINTING OF ALL KINDS at the most moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
ALBANIA, British ship, Brownell—Order.
CELESTE BURELL, British ship, Jeffry—Order.
HELEN A. WYMAN, American ship, Vanhon—Arnold, Karberg & Co.
STATE OF MAINE, American ship, Colcord—Standard Oil Co.
W. H. CONNER, American ship, Colcord—Standard Oil Co.

HONGKONG.

Anping Maru, Jap. str., 1,038, Atsumi, Oct. 6.
Mitsui Bussan Kaisha
Bala Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese
Bamburg, German str., 2,659, Burhonsen, Oct. 3.
Hamburg-Amerika Linie
Bormida, Italian steamer, 1,499, Costa, Oct. 5.
Carlewitz & Co.
Cebu, Amr. str., 618, Inchingarri, Sept. 29.
Brandao & Co.
Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.
Japanese
Chingtu, British str., 2,260, Londbergh, Oct. 5.
Butterfield & Swire
Chunseung, British str., 1,419, Muir, Sept. 24.
Jardine, Matheson & Co.
Daphne, German str., 1,290, Schipper, Oct. 2.
Siemsson & Co.
Elcano, American str., 510, Altonaze, Sept. 3.
Brandao & Co.
Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.
Flaudria, German str., 1,286, Eichbaum, Oct. 7.
Siemsson & Co.
Foonchow, British str., 1,252, Smale, Oct. 7.
Butterfield & Swire
Italian, French str., 377, Andersen, Oct. 7.
A. R. Marty
Hailong, British str., 783, Bathurst, Oct. 5.
Douglas Lauprik & Co.
Haiman, British str., 636, Passmore, Oct. 8.
Douglas Lauprik & Co.
Hanoi, French steamer, 768, Merless, Oct. 7.
A. R. Marty
Hermes, Norwegian str., 849, Kirnson, Oct. 5.
Sander, Wiler & Co.
Holstein, German str., 935, Ipland, Oct. 3.
Jensen & Co.
Hongkong Maru, Jap. str., 6159, Filmer, Oct. 2.
Toyo Kisen Kaisha
Indrapura, British str., 3,352, Hollingsworth, Sept. 29, Allan Cameron
Jacob Diederichsen, Ger. str., 623, Schalkier, Oct. 5, Jensen & Co.
Kaifong, British str., 1,024, Pennefather, Oct. 7, Butterfield & Swire
Kata, Austrian str., 1,341, Vidosich, Oct. 7.
Order

Katsang, British str., 1,495, Selby, Oct. 6.
Jardine, Matheson & Co.
Machew, German str., 995, Weidig, Oct. 7.
Melchers & Co.
Marie Jensen, Ger. str., 1,700, Hammet, Oct. 2, Jensen & Co.
Mongkut, German str., 859, Gotzche, Oct. 7.
Butterfield & Swire
Nanchan, British str., 1,299, Jones, Oct. 3.
Bradley & Co.
Obi, British str., 1,951, Pinkham, Oct. 6.
Mitsui Bussan Kaisha
Protector, Norw. str., 1,669, Thorstensen, Oct. 8.
East Asiatic Trading Co., Limited
Ras Rova, British str., 1,354, Lakey, Oct. 5.
P. O. S. N. Co.
Sabine-Rickmers, British str., 630, Nabst, Oct. 8.
Arnhold, Karlberg & Co.
Sandakan, German str., 1,374, Broadstetter, Oct. 7, Melchers & Co.
Sogoria, German str., 3,796, Forek, Oct. 8.
Hamburg-Amerika Linie
Shahu, British str., 852, Holten, Oct. 8.
Bradley & Co.
Taichow, German str., 882, Reher, Oct. 4.
Butterfield & Swire
Tatun, German str., 1,065, Martens, Oct. 2.
Chinese
Telemachus, Brit. str., 1,379, Williamson, Oct. 5, Chinese
Thales, British steamer, 836, Robson, Oct. 4.
Douglas Lauprik & Co.
Tingwang, British str., 1,945, Sawyer, Sept. 29.
Jardine, Matheson & Co.
Victoria, American str., 2,112, Panton, Aug. 1.
Dodwell & Co., Limited
Yedo Maru, Jap. str., 1,009, Nakagawa, Oct. 5, Chinese
Zweena, British str., 1,115, Nesbitt, Oct. 8, Chinese

SAILING VESSELS.
Albania, British ship, 1,438, Brownell, Sept. 20, Order.
Celeste Burrell, British ship, 1,761, Jeffry, May 23, Order.
Geo. Valentine, French bk., 758, Harbert, Aug. 23, Order.
Helen A. Wyman, Amr. ship, 1,064, Vanhon, Sept. 10, Arnold, Karberg & Co.
Kentmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co.
Lannberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.
Lancel, British barge, 640, Andersen, Oct. 2, Master.
Manuel Laguna, Amr. ship, 1,850, Nichols, June 30, Standard Oil Co.
Sea Witch, Amr. ship, 1,472, Howes, Feb. 21, Master.
State of Maine, Amr. ship, 1,767, Colcord, Sept. 8, Standard Oil Co.
W. H. Conner, Amr. ship, 1,323, Colcord, Sept. 26, Standard Oil Co.

ON SALE.
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THE JUBILEE OF HONGKONG AS A BRITISH CROWN COLONY.
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AND A DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo, 48 pages.
Price \$1. Cash.
The Bookellers or Daily Press Office, Hongkong, 27th January 1891.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per S.S. Palawan, will close at 3 p.m., on Friday, the 11th inst. The China, with the American Mail of the 12th ult., left Shanghai on Tuesday, the 8th inst., at 6 a.m., and may be expected here to-morrow, the 10th inst. The Coronado, with the English Mail of the 13th September, left Singapore on Saturday, the 5th inst., at 6 p.m., and may be expected here to-morrow, the 10th inst. This Packet brings replies to letters despatched from Hongkong on 12th August.

XMAS AND NEW YEAR PARCELS (via Gibraltar).—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December; and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected.

For a Parcel not exceeding 3 lbs. in weight 50 cents.
7 lbs. 1.00
11 lbs. 1.50

With an additional 50 cents, Parcels may be sent via Batavia, and if posted before 3 p.m. on Friday, the 22nd November, are due in London about the 13th December; and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

All Parcels containing Jewellery, or any article of Gold or Silver, must be insured, and all insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Hongkong	Wednesday, 9th, 7.30 A.M.
Hankow and Haiphong	Hongkong	Wednesday, 9th, 11.00 A.M.
Tientsin	Hongkong	Wednesday, 9th, 11.00 A.M.
Moji	Hongkong	Wednesday, 9th, 11.00 A.M.
Yokohama	Hongkong	Wednesday, 9th, 11.00 A.M.
Singapore, Samang and Sourabaya	Hongkong	Wednesday, 9th, 11.00 A.M.
Nagasaki and Vladivostok	Hongkong	Wednesday, 9th, 11.00 A.M.
Canton	Hongkong	Wednesday, 9th, 11.00 A.M.
Amoy and Manila	Hongkong	Wednesday, 9th, 11.00 A.M.
Manila, Iloilo and Cebu	Hongkong	Wednesday, 9th, 11.00 A.M.
Singapore, Penang and Bombay	Hongkong	Wednesday, 9th, 11.00 A.M.

EUROPE, &c., India via Taitoorin.
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.

Shanghai, Chefoo and Newchwang
Singapore
Shanghai
Kobe, Yokohama, Victoria, B.C., and Tacoma
Tientsin
Singapore

EUROPE, &c., India via Taitoorin.
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)

Singapore
Tientsin
Moji, Kobe and Yokohama

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-MORROW.

Sale of the British Ship *Celeste* *Burrill*, on board, Mr. Geo. P. Lamport, at 11 a.m.
Sale, Household Furniture, &c., Sales Rooms, Messrs. Hughes & Fourn, at 11 a.m.
Twenty-eighth Ordinary Yearly Meeting of the Union Insurance Society of Canton, Ltd., No. 1, Queen's Buildings, at noon.

COMMERCIAL.

CLOSING QUOTATIONS.

ON	8th October.
LONDON—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11
Bank Bills, at 30 days' sight	1/11
Bank Bills, at 4 months' sight	1/11
Credits, at 4 months' sight	1/11
Documentary Bills, at 4 months' sight	1/11
ON PARIS—	
Bank Bills, on demand	2/43
Credits, at 4 months' sight	2/43
ON GERMANY—	
On demand	1/90
ON NEW YORK—	
Bank Bills, on demand	40
Credits, at 4 months' sight	47
ON CALIFORNIA—	
Telegraphic Transfer	1/44
Bank, on demand	1/44
ON SHANGHAI—	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA—	
On demand	51 p.c. pm.
ON SINGAPORE—	
On demand	4 p.c. pm.
ON BATAVIA—	
On demand	117
ON HAIPHONG—	
On demand	11 p.c. pm.
ON SAIGON—	
On demand	1 p.c. pm.
ON HONGKONG—	
On demand	69
SOVEREIGNS, Bank's Buying Rate	\$1028
GOLD LEAF, 100 fine, per tael	\$53.50
SILVER, per oz.	29

OPIUM.

Quotations are—	8th October.
Malwa New	\$880 to \$890 per picul.
Malwa Old	\$900 to \$910
Malwa Older	\$920 to \$930
P. P. per wrapped	\$770 to
Persian fine quality	\$780 to
Persian extra fine	\$800 to
Patna New	\$840 to
Patna Old	\$860 to
Bombay New	\$900 to
Bombay Old	\$920 to

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Catherine* *Apar*, from Calcutta, left Singapore for this port on the 4th inst., p.m.
THE ENGLISH MAIL.
The P. & O. steamer *Coromandel* left Singapore for this port on the 4th inst., at 5 p.m., with the outward English mails, and is due here to-morrow, at about 4 p.m.
THE AMERICAN MAIL.
1. The P.M. steamer *China*, with mails, &c., left Shanghai for this port on the 8th inst., at 6 a.m., and is due here on the 11th inst., a.m.
The O. & O. steamer *Doris*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Iloilo, Kobe, Nagasaki and Shanghai, on the 20th ult.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	\$320, sales & byrs.
China & Japan, ordy.	41	16, 5a.
Do. deferred	41	45, 5a.
Nat'l. Bank of China	23	\$25, sellers
A. Shares	23	\$25, sellers
B. Shares	23	\$25, sellers
Bell's Electric E. A.	21	\$15, sellers
Campbell, Moore & Co.	21	\$15, sellers
China-Borneo Co., Ltd.	10	\$25, nominal
Power Co., Ltd.	20	\$30, nominal
China Prov. L. & M.	10	\$25, sellers
China Sugar	10	\$100, sales
Cigar Company	500	\$750, sellers
Alhambra, Ltd.	50	\$50, nominal
Philippine Tobacco	50	\$50, nominal
Trust Co., Ltd.	50	\$50, nominal
Cotton Mills	100	\$100, buyers
Esso	100	\$100, buyers
International	100	\$100, buyers
London & Lancashire	100	\$100, buyers
Soyabean	100	\$100, buyers
Yatkeong	100	\$100, buyers
Hongkong	100	\$100, buyers
Dairy Farm	100	\$100, buyers
Forewick & Co., Geo.	100	\$100, buyers
Greenland Cement	100	\$100, buyers
H. & C. B. B.	100	\$100, buyers
Hongkong & C. Gas	100	\$100, buyers
Hongkong Electric	100	\$100, buyers
H. H. L. Tramways	100	\$100, buyers
Hk. Steam Water	100	\$100, buyers
China Ind. Co., Ltd.	100	\$100, buyers
Hongkong Ice	100	\$100, buyers
H. & C. Wharf & G.	100	\$100, buyers
Hongkong Rope	100	\$100, buyers
H. W. Dock	100	\$100, buyers
Insurance	100	\$100, buyers
China Fire	100	\$100, buyers
China Traders	100	\$100, buyers
Hongkong Fire	100	\$100, buyers
North China	100	\$100, buyers
Union	100	\$100, buyers
Land and Building	100	\$100, buyers
Hongkong Land Inv.	100	\$100, buyers
Humphreys Estate	100	\$100, buyers
Kowloon Land & B.	100	\$100, buyers
West Point Building	100	\$100, buyers
Luzon Sugar	100	\$100, buyers
Manila Invest. Co., Ltd.	100	\$100, buyers
Mining	100	\$100, buyers
Charbonnages	100	\$100, buyers
Jolebu	100	\$100, buyers
Queen's Mines, Ltd.	100	\$100, buyers
Oliver Mines, A.	100	\$100, buyers
Do.	100	\$100, buyers
Panama	100	\$100, buyers
Do. Prefecture	100	\$100, buyers
Baube	100	\$100, buyers
New Amoy Dock	100	\$100, buyers
Oriente Hotel, Manila	100	\$100, buyers
Powell, Ltd.	100	\$100, buyers
Robinson Piano Co., Ltd.	100	\$100, buyers
Steamship Coy.	100	\$100, buyers
China and Manila	100	\$100, buyers
China Mutual Prof.	100	\$100, buyers
China Ordinary	100	\$100, buyers
Do.	100	\$100, buyers
Douglas Steamship	100	\$100, buyers
H. Canton and M.	100	\$100, buyers
Indo-China S. S.	100	\$100, buyers
Shell Transport and	100	\$100, buyers
Trading Co.	100	\$100, buyers
Star Ferry	100	\$100, buyers
Tobacco Planting Co.	100	\$100, buyers
United Asbestos	100	\$100, buyers
Do.	100	\$100, buyers
Universal Trading	100	\$100, buyers
Co., Ltd.	100	\$100, buyers
Wanchai Warehouse	100	\$100, buyers
Watkins, Ltd.	100	\$100, buyers
Watson & Co., A. S.	100	\$100, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 7th OCTOBER, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 7th OCTOBER, P.M.					
STATION.	Hour.	Barometer. Feet, to sea level and 32° Fahr.	Thermometer. Fahrenheit.	Humidity.	Wind. Direction, Force.
Vladivostok	2 p.	29.98	78	—	0 0
Tokyo	"	29.98	78	—	0 0
Kobe	"	29.98	78	—	0 0
Nagasaki	"	29.98	78	—	0 0
Kagoshima	"	29.98	78	—	0 0
Yokohama	1 p.	29.98	78	—	0 0
Manila	"	29.92	78	—	2 4
Canton	"	29.93	78	—	2 4
Hongkong	"	29.94	78	—	6 0
Shanghai	"	29.95	78	—	6 0
Amoy	"	29.95	78	—	6 0
Singapore	3 p.	29.95	78	—	2 4
Batavia	"	29.95	78	—	2 4
Calcutta	"	29.95	78	—	2 4
Madras	"	29.91	83	—	2 4
Bombay	"	29.91	83	—	2 4
Colombo	4 p.	29.92	80	58	1 3
Penang	"	29.91	80	58	1 3
Singapore	"	29.90	81	58	2 4
Batavia	1 p.	29.96	81	58	2 4
Calcutta	4 p.	29.96	80	60	2 4
Madras	3 p.	—	—	—	2 4
Bombay	"	—	—	—	2 4
Colombo	"	29.84	87	—	2 4
Penang	"	29.83	86	—	2 4